



UNITED STATES DEPARTMENT OF COMMERCE
Office of the Under Secretary for
Oceans and Atmosphere
Washington, D.C. 20230

September 4, 2001

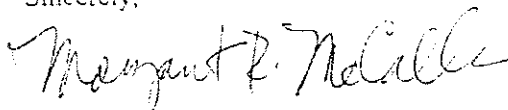
REC'D DIST. 6
SEP 10 2001
STUDIES & PLANS

Mr. Victor Modeer, P.E.
Illinois Dept. of Transportation
126 East Ash Street
Springfield, Illinois 62704-4792

Dear Mr. Modeer:

Enclosed are comments on the Integrated Environmental Impact Statement for U.S. 67 (FAP 310) between Jacksonville and Macomb, Morgan, Cass, Schuyler, and McDonough Counties, Illinois. We our comments will assist you. Thank you for giving us an opportunity to review this document.

Sincerely,


for Scott B. Gudes
Acting Under Secretary for Oceans
and Atmosphere Administrator and
Deputy Under Secretary

Enclosure



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MEMORANDUM FOR: Ramona Schreiber
Office of Policy and Strategic Planning

FROM: Charles W. Challstrom
Director, National Geodetic Survey

SUBJECT: DEIS-0701-07 U.S. 67 (FAP 310) Between Jacksonville and
Macomb Morgan, Cass, Schuyler, and McDonough Counties,
Illinois

The subject statement has been reviewed within the areas of the National Geodetic Survey's (NGS) responsibility and expertise and in terms of the impact of the proposed actions on NGS activities and projects.

All available geodetic control information about horizontal and vertical geodetic control monuments in the subject area is contained on the NGS home page at the following Internet World Wide Web address: <http://www.ngs.noaa.gov> After entering the NGS home page, please access the topic "Products and Services" and then access the menu item "Data Sheet." This menu item will allow you to directly access geodetic control monument information from the NGS data base for the subject area project. This information should be reviewed for identifying the location and designation of any geodetic control monuments that may be affected by the proposed project.

If there are any planned activities which will disturb or destroy these monuments, NGS requires not less than 90 days' notification in advance of such activities in order to plan for their relocation. NGS recommends that funding for this project includes the cost of any relocation(s) required.

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For further information about these monuments, please contact Rick Yorczyk; SSMC3 8636, NOAA, N/NGS; 1315 East West Highway; Silver Spring, Maryland 20910; telephone: 301-713-3230 x142; fax: 301-713-4175, Email: Rick.Yorczyk@noaa.gov

U.S. Department of Commerce

Comment 1: Any planned activities which will disturb or destroy National Geodetic Survey's (NGS) monuments would require not less than 90 days' notification of advance of such activities in order to plan for their relocation.

Response 1: We note your comment and we will continue to coordinate with your agency regarding any impacts to NGS monuments during construction of the project.

U.S. Department
of Transportation

United States
Coast Guard



Commander
Eighth Coast Guard District

1222 Spruce Street
St. Louis, MO 63103-2832
Staff Symbol: ncr
Phone: (314) 539-3900x379
FAX: (314) 539-3755

16591.1P87.5 ILW
September 14, 2001

REC'D DIST. 6
SEP 25 2001
STUDIES & PLANS

Mr. Larry Martin
CH2M Hill, Environmental Lead
8501 W. Higgins Road, Suite 300
Chicago, IL 60631

Subj: PROPOSED BEARDSTOWN HIGHWAY BRIDGE REPLACEMENT, MILE 87.5,
ILLINOIS WATERWAY

Dear Mr. Martin:

This is in reply to your letter of July 19, 2001 requesting our review and comments on the Draft Environmental Impact Statement (DEIS) for the subject project. Our specific interest in this project is the possible impact upon navigation and the physical environment presented by the construction and operation of new bridges across the Illinois Waterway.

Having completed our review of the DEIS, our comments and recommendations are:

a. Pages viii-x, Contents, Chapter 4:

- (1) Add a new section entitled Navigational Impacts.
- (2) Add another new section entitled Bridge Impacts.

b. Page vi, last full paragraph: This paragraph is in error. Section 10 of the Rivers and Harbors Act of 1899 does not apply to bridges across navigable waters of the U.S. The Corps of Engineers has no jurisdiction over bridges across navigable waters of the U.S. and Section 10 permits for such are not appropriate. Section 9 of the same act is the only section applicable to bridges and permits issued under this section are the sole purview of the Coast Guard. Recommend that this paragraph be rewritten to read:

Section 9 of the Rivers and Harbors Act of 1899 requires a Coast Guard Bridge Permit for bridges over, on, or in navigable waters, including excavating from or depositing materials necessary for bridge projects in such waters. Correspondence with the U.S. Coast Guard (June 3, 1997) has identified the jurisdiction and clearance requirements. Minimum horizontal and vertical navigational clearances will be maintained to assure that there will be no navigational impacts.

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U.S. Coast Guard

Comment 1: Add new sections to the FINAL EIS entitled "Navigational Impacts" and "Bridge Impacts"

Response 1: These sections have been added to the FINAL EIS.

Comment 2: Correct error regarding which agency has jurisdiction over bridge crossing and which section of the Rivers and Harbors Act of 1899 is applicable.

Response 2: Recommended changes made.

Subj: PROPOSED BEARDSTOWN HIGHWAY BRIDGE REPLACEMENT, MILE 87.5,
ILLINOIS WATERWAY

c. Pages 4-1 - 4-75:

(1) Insert a new section entitled Navigational Impacts. Discuss the impacts upon navigation caused by each alternate route across the Illinois Waterway. Use enclosure (1) for a list of items to be considered in the discussion.

(2) Insert a new section entitled Bridge Impacts. Discuss the impacts each alternate bridge will have upon the items listed in enclosure (2). Limit the discussion to only those impacts between bridge abutments. The list is provided as a guide only; it is not required that you complete the form and return it.

(3) Enclosure (3) is an example of a Navigational and Bridge Impacts discussion.

d. Page 4-64, Section 4.14, List of other permits/certifications: This list is in error. A Section 10 permit is not required for bridges over navigable waters of the U.S. Recommend you change line three of the list to read:

Section 9 of the Rivers and Harbors Act of 1899 from the U.S. Coast Guard.

e. Page 4-64, Section 4.14, List of other permits/certifications, paragraph beginning "The Illinois River ..." and ending "... no navigational impacts." is not correct for reasons already stated. Recommend the paragraph be rewritten to read:

The Illinois River is a "navigable river" requiring a Section 9 permit from the U.S. Coast Guard. Correspondence with the U.S. Coast Guard (June 3, 1997) has identified the jurisdiction and clearance requirements. Minimum horizontal and vertical navigational clearances will be maintained to assure that there will be no navigational impacts.

f. Page 5-2, Cooperating Agencies:

(1) Third paragraph: This paragraph is in error. The USACOE does not have review and permit authority as it relates to the Illinois River bridge location, structure and associated impacts. Section 404 of the Clean Water Act (CWA), in the form of Nationwide Permit 15 (Title 33 CFR Part 330, Appendix A) is automatically applicable to the bridge crossing whenever the Coast Guard issues a permit. Section 401 of the CWA which is applicable to the bridge crossing. Recommend you change the paragraph to read:

Under Section 9 of the Rivers and Harbors Act of 1899, the U.S. Coast Guard is the sole agency having review and permit authority as it relates to the Illinois River bridge location, structure, and associated impacts. Section 401 of the Clean Water Act (CWA) covers the bridge crossing and the Coast Guard is

U.S. Coast Guard

Comment 3: Add new sections to the Final EIS entitled "Navigational Impacts" and "Bridge Impacts"

Response 3: These sections have been added to the Final EIS.

Comments 4, 5, and 6: Correct noted errors regarding which section of the Rivers and Harbors Act of 1899 is applicable.

Responses 4, 5, and 6: Recommended changes made.

16591.1/87.5 ILW
September 14, 2001

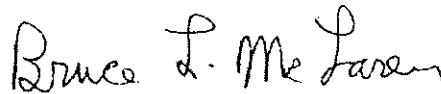
Subj: PROPOSED BEARDSTOWN HIGHWAY BRIDGE REPLACEMENT, MILE 87.5,
ILLINOIS WATERWAY

responsible for obtaining Water Quality Certification from the appropriate
issuing authority. The USACOE is responsible for the Section 404 aspects
which is manifested in the form of Nationwide Permit 15 (Title 33 CFR Part
330, Appendix A). The U.S. Coast Guard indicated that it would prefer a
single bridge structure instead of siting a new bridge downstream and keeping
the old bridge open.

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We appreciate the opportunity to comment on this project. Please contact me at the above tele-
phone number if you have questions regarding our comments or requirements.

Sincerely,



BRUCE L. MCLAREN

Project Manager

By direction of the District Commander

Encl: (1) Navigation Evaluation
(2) Environmental Assessment
(3) Sample Navigational and Bridge Impacts discussion

Copy: w/o encls

Rock Island District, USACOE/Randy Kricaun
✓ District Engineer, ILDOT/Victor Modeer
Division Administrator, FHWA/Norman Stoner



Illinois Department of Natural Resources

524 South Second Street, Springfield, Illinois 62701-1787

George H. Ryan, Governor • Brent Manning, Director

<http://dnr.state.il.us>

March 25, 2002

Mr. Larry L. Piche, P.E.
Illinois Department of Transportation
2300 South Dirksen Parkway
Springfield, Illinois 62764

RE: U.S. Route 67 (FAP 310)
P96-006-93
Jacksonville to Macomb
Morgan, Cass, Schuyler, and
McDonough Counties

ATTN: Charles Perino

Dear Mr. Piche:

The Illinois Department of Natural Resources has reviewed the Biological Assessment for F.A.P. 310 (U.S. 67) from Jacksonville, Illinois to Macomb, Illinois in the counties of Morgan, Cass, Schuyler, and McDonough and have the following comments.

A) The Illinois Department of Natural Resources (IDNR) concurs with the need to submit an Incidental Take Authorization for the two state-listed species within the project area. The IDNR will work with your office to achieve an approved Conservation Plan.

B) The most recent design for the proposed highway adjacent to the Beardstown Marsh Illinois Natural Area Inventory (INAI) site was submitted to IDNR for review on March 7, 2002. The design indicated that 3.4 acres of the INAI site would be directly impacted by the footprint of the highway and that a 1.0 acre portion of the INAI site would be isolated from the main INAI site, thus losing any habitat function. This would result in 1.57 acres of wetland impact and 2.83 acres impact of additional INAI land for a total of 4.4 acres of impact to the INAI site. Impacts to an INAI site are not acceptable due to the sensitive natural resources present. This type of impact is taken very seriously from the natural resource community and would be a precedent setting form of impact for a transportation project in the State of Illinois. Needless to say, the Illinois Department of Natural Resources is not in favor of approving this type of impact as it may be viewed as "opening the door" for future highway projects.

The Department request that additional geometric designs be investigated to avoid the INAI site. This would be the most reasonable approach, in light of the fact that INAI site impacts are not acceptable, if avoidance can be achieved. If the redesign is unable to avoid or at least further minimize impacts to the INAI site, compensation would be requested. It is noted that mitigation for the 1.57 acres of wetland impacts would be mitigated with 8.64 acres mitigation at the LaGrange Mitigation Bank. Additional compensation for the balance could be in the form of funding special management techniques that would enhance the habitat for listed species at a site near the project.